



# SECOND EDITION.

# The China Mail.

ESTABLISHED 1845

**M. HUNTER**  
JAPANESE PHOTOGRAPHER  
All kinds of Photographs  
Work done in strictest  
CONFIDENCE AND PROMPTNESS  
AMATEUR & STUDIO  
10, QUEEN'S ROAD  
CENTRAL.

No. 15,362

號三廿月七年二十一日九千一第

HONGKONG, TUESDAY, JULY 23, 1912.

子壬大歲年元國民華中

PRICE, \$3.00 Per Month.

**WATSON'S**

## PRICKLY HEAT

POWDER.

Is prepared according to the prescription of a celebrated physician (an eminent authority on tropical ailments) and it embodies the latest ideas on the treatment of this distressing complaint.

**Very Effective and Highly Recommended.**

**A. S. WATSON & Co., Ltd.**  
THE HONGKONG DISPENSARY.

POPULAR

**ASAHI BEER**



OBTAINABLE EVERYWHERE.

SOLE AGENTS:

**Mitsui Bussan Kaisha.**  
Hongkong, January 3, 1912.

**BANDMANN'S MANAGER ROBBED.**

Mr. Roy Smith, the Manager of the Bandmann Opera Company, had an unpleasant adventure in Yokohama, where he was robbed of some ¥4,000, his watch, and a little jewellery in the form of shirt-studs. Mr. Smith, during the visit of the Company, stayed at the Grand Hotel, where he occupied a room on the ground floor. During the night a thief entered the room and made off with the booty above-mentioned. It is evident the visitor was in a hurry and did not make a close examination of the contents of the room, for on a chair was a canvas bag containing \$175 in gold, and another bag nearby with \$60 in gold. These, however, were fortunately untouched. On awaking and discovering his loss, Mr. Smith at once reported the matter to the Acting Manager of the Hotel, and efforts were made to trace the thief, but without any result.

**A MONEY-MAKING MACHINE.**

A curious tale of counterfeit coinage, says the "N. C. Daily News" of July 17, was told at the Mixed Court, before Magistrate Wong and Mr. Garstin, British Assessor, when Zi Tsao-wo, Koo Zien-ching, and Zung Tsong-zau were charged with being concerned together in making counterfeit coin and with being in possession of a machine for their manufacture. Det. Dunne gave evidence that on Sunday Zi called at Yangtsepo station and stated that about a month ago he gave \$300 to Koo to buy a machine for making cotton yarn. On Saturday he went to Koo's house to see how the machine was working and found that it was turning out counterfeit coin instead of cotton yarn. Zi asked the police to get back his \$300. A native detective stated that he went to Koo's house and found the machine in the cooking room. He found a number of spurious twenty-cent pieces, and some dies. Koo told him that Tsong had charge of the machine, and he arrested the three of them. The seized were remanded.

**Business Notices.**

## FOR SALE.

New Anchors and Chains,  
Ship's Twin Telegraph,  
Set of Marine Engines,  
One Steam Launch. Pumps & Injectors,  
**W. S. Bailey & Co., Ltd.**

## TELEGRAM

Received on 11. 11. 11. from LONDON!

We beg to inform you **ROYAL WARRANT AWARDED**  
our Company for Milk.



TRADE MARK

CONDENSED MILK.

**MILKMAID**

STERILIZED NATURAL MILK.

EVAPORATED CREAM.

On Sale at All Stores.

**HONGKONG, CANTON, MACAO**

AND

**WEST RIVER STEAMERS.**

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
AND THE CHINA NAVIGATION CO., LTD.

**HONGKONG-CANTON LINE.**

HONGKONG TO CANTON. CANTON TO HONGKONG.

**WEDNESDAY, 24th JULY.**

8.00 A.M. 'HONAM.' 8.00 A.M. 'HEUNGSHAN.'

10.00 P.M. 'KINSHAN.' 5.00 P.M. 'FATSHAN.'

**THURSDAY, 25th JULY.**

8.00 A.M. 'HEUNGSHAN.' 8.00 A.M. 'HONAM.'

10.00 P.M. 'FATSHAN.' 5.00 P.M. 'KINSHAN.'

**HONGKONG-MACAO LINE.**

S.S. 'SUI TAI' Tons 1661. S.S. 'SUI AN' Tons 1651.

**HONGKONG TO MACAO.**

Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf.

Sunday, at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

**MACAO TO HONGKONG.**

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

**EXCURSION TO MACAO.**

SUNDAY, 28th JULY.

The Company's Steamship "SUI AN,"

will depart from the Company's WING LOK STREET WHARF at 8 A.M.

Departure from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday leaving at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 P.M.

**FARES AS USUAL.**

Further particulars may be obtained at the Office of the Company.

**CANTON-MACAO LINE.**

S.S. 'HOI-SANG' 457 Tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

**JOINT SERVICE OF**

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE HONG-CHINA STEAM NAVIGATION COMPANY, LTD.

**CANTON-WUCHOW LINE.**

S.S. 'SAINAM' 588 Tons, and S.S. 'NANNING' 585 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 9 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers 'LINTAN' and 'SANUI' These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**

**HOTEL MANSIONS (First Floor),**

Opposite the Blake Pier.

**CHEN KWONG & CO., LD.**

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FURNITURE, Draperies, Groceries

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Crockery Ware.

Iron-mongery, Wine and Spirits.

Foreign Clothes for gentlemen made to order by our own tailors.

Large assortment of Chinese Silks and Foreign Goods of every description.

All goods sold at reasonable Prices.

The Cheapest and Best place in Canton to buy Chinese and Foreign Goods.

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**IRON, STEEL, METAL AND HARD-**

**WARE MERCHANTS.** Wholesale

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Foundry Coke Importers. General Store-

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of King Leong Street, (2nd Street, west

of Central Market) Telephone No. 515.

Hongkong September 4, 1909.

**THE GRAND CARLTON HOTEL**

An Ideal Family Hotel, where Living is a Real Pleasure.

**FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT**

**Noted for its First Class Cuisine and Perfection of Service.**

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**Proprietor.**

**Telephone No. 812**

**Hongkong**

**Business Notices.**

## PRICKLY HEAT REMEDIES.

**VICTORIA PRICKLY HEAT LOTION**

The only Safe and Certain Cure. 50 Cts. and \$1.00 per bottle.

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**IMPROVED LAVENDER TALCUM POWDER**

Antiseptic and Soothing. 45 Cents per tin.

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Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description

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**RAILWAY WAGGONS.**

The Undersigned have been appointed Sole Agents in Hongkong and China

**The Taikoo Dockyard and Engineering**

**Co. of Hongkong, Ltd.**

AGENTS, BUTTERFIELD & SWIRE

Hongkong, October 3, 1911.

**MASSEY'S COMMERCIAL MAP & DIRECTORY.**

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**HEADS OF BUSINESS HOUSES,**

**PROFESSIONAL MEN,**

**SECRETARIES OF CLUBS,**

**MANAGERS OF HOTELS,**

**PRINCIPALS and MATRONS of HOSPITALS,**

and **ALL RESIDENTS** are requested to send in full

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NAME .....

ADDRESS .....

TELEPHONE NUMBER .....

CABLE ADDRESS .....

For FREE INFORMATION, To—

**E. A. MASSEY,**

33, KING EDWARD HOTEL.

Hongkong, February 12, 1912.

**THE HONGKONG HOTEL.**

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

A LA CARTE GRILL ROOM.

196

**J. H. TAGGART, Manager.**

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ADAMANTLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

OPEN to the South Winds in Summer and protected from the North-east Winds in

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**A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.**

Terms—From \$5 per day. Max. Telephone Add: "Peaceful."

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Hongkong, February 8, 1908.

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**A FIRST-CLASS AND UP-TO-DATE HOTEL.**

ENTIRELY under European management. Situated in the most central position.

Large and airy Rooms, Luxuriously furnished, Electric Light and Fans through-

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**CUISINE UNDER EUROPEAN SUPERVISION.**

Ladies' Attendants in the Rooms. Special rates for married families on application to

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**CHARGES MODERATE.**

**F. REICHMANN, Proprietor.**

Telephone No. 197. TELEGRAPHIC ADDRESS "COMFORT" HONGKONG.

Hongkong, November 10, 1909.

## ASTOR HOUSE HOTEL

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CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely

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apparatus of an experienced French Chef.

**PARTICULARS AND RATES on application to PROPRIETORS.**

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**FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT**

**Noted for its First Class Cuisine and Perfection of Service.**

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**Business Notices.**

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In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

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**Annual Clearance Sale,**

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**MONDAY, JULY 1st, 1912.**

Special bargains in all Departments  
Dresses and all Goods at  
wonderfully low prices.

Ladies Walking & Evening Shoes at less than cost.

2, PEDDER STREET.

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COCOA

IS AN INVALUABLE LIQUID FOOD IN THE FORM  
OF A DELICIOUS BEVERAGE.  
FOR STRENGTH, PURITY AND NOURISHMENT,  
THERE IS NOTHING SUPERIOR TO BE FOUND.  
MEDICAL MAGAZINE

**ROURNVILLE**  
COCOA

IS A HIGH-CLASS COCOA WITH A DISTINCTIVE  
FLAVOUR DEVELOPED BY A SPECIAL PROCESS.  
PREPARED BY CADBURY'S FROM THE  
FINEST COCOA.

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\$1.75 each or Three for \$5.00.

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Aches of Incessant, Author of "Ministering

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The Secret of the Sand, Fred M. White.

Eve, Maarten Maartens.

Service Yarns and Memories, Colonel

Callwell.

Pretty Barbara, Anthony Dyllington.

A Housewife Chronicle, Meredith Nicholson.

The House not made with Hands, David

Lyall.

Sheila Vedder, Amelia Barr.

The Spinster, Hubert Wales.

The Sea Devils, Blountell Burton.

Out of the Wreck I Rise, Beatrice

Harraden.

The Bride's Breviary.

Letters to Myself, by A Woman of Forty.

Marot, John Asquith.

The Arrival of Anthony, Dorothea

Conyers.

The Second Woman, Norma Lorimer.

The Chief Constable, Vincent Brown.

In the Vortex, Clive Holland.

A Health unto His Majesty, Justice

McG. rhy.

Private Scoby, Edgar Wallace.

Grant was the Fall, A Naval Officer.

80 Cents Each.

Garryowen, Stapledon.

An Eye for an Eye, Le Quenz.

Beyond the Rocks, Elinor Glyn.

Duey Grey, Willis.

Syndication and Labour, Sir Arthur Clapp.

The Letters of Dr. John Brown.

CLOTH, 50 Cents each.

Ordinary People, Una Silberrad.

The Intruding Angel, Chas. Marriott.

The Divine Fire, May Sinclair.

The Silver Axe, E. Everett Green.

Hilary on Her Own, Barnes-Grundy.

The Man from Downing Street, Le Quenz.

In White R



## Intimations.

**G. FALCONER & CO., LTD.,**  
WATCH-MAKERS, JEWELLERS AND OPTICIANS.

**GOLD WATCH BRACELETS.**  
**BROOCHES RINGS AND PENDANTS**

**GOLD AND PLATINUM SETTINGS.**

**Inspection Invited.**

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SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL  
MERCHANTS, &c., &c. OF FIFTY YEARS STANDING  
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.  
FRANCISCO TSE YAT, General Manager.  
Hongkong, August 12, 1908. 1789

**MEE CHEUNG & CO.,**

**ART PHOTOGRAPHER, ICE HOUSE LANE**  
SPECIALIST IN ENLARGING AND BROMIDE WORK.  
Select Views of Hongkong and South China.  
Special Department for Developing and Printing for Amateurs  
**CAMERAS FOR HIRE.** 178

**WE** solicit your kind patronage of our leading blends of  
**WINES AND SPIRITS**

**ONLY** the very best kept at prices that astonish our rivals.

A Trial will convince you that **THE HOUSE** that  
supplies your needs is the

**WING ON CO.,**

TELEPHONE 189. CONNAUGHT ROAD  
Hongkong, August 15, 1910. 772

**THE KWONG HIP LUNG CO. LTD.**

(NOW RECONSTRUCTED).

ENGINEERS AND SHIPBUILDERS, BOILER-MAKERS, BRASS AND IRON  
FOUNDERS: All work done in this establishment is guaranteed. We have  
over thirty years' experience. We own two Slipways and can accommodate any craft  
of 300 feet long.  
Town Office, 48, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 459.  
Shipyards, Shun-Sui-Po, Kowloon, Hongkong. Telephone No. K.9.  
Ketchikan furnished on application. WONG PING WA, Manager.  
Hongkong, April 1, 1912. 458

**Vienna Bread**

Should prove a delightful change for the breakfast table.

**Weismann, Limited.**

14, DES VŒUX ROAD CENTRAL.

Hongkong, July 20, 1910. 928

**I A LINE**

REGISTERED TRADE MARK

**SURT, BOULTON AND HAYWOOD LTD., LONDON.**  
FOR THE DISINFECTION OF DRAINS, WATER-CLOSETS, LAVA-  
TORIES, SICK-ROOMS, FLOORS, WALLS, GUTTERS, &c.

IT IS THE STRONGEST AND MOST POWERFUL  
**CARBORIC DISINFECTING FLUID,**  
THE CHEAPEST AND MOST RECOMMENDABLE FOR GENERAL HOUSE  
USE, A LOTION OF 2 PER CENT. BEING SUFFICIENT.  
Recommended by Sanitary Authorities.  
Government Analysts at Buyers' Disposal.

**SOTOR.**

**AVENARIUS' WORLD-KNOWN COPPER PAINT.**  
For the Bottoms of Vessels and Boats and for the Coatings of  
all Wooden Structures of Wharves and Docks. Penetrates deep  
into the wood, thus rendering same immune against attacks of  
the Teredo, Barnacles Marine Growths, etc.

Sole Agents:

**MELCHERS & Co., Hongkong & China.**  
Hongkong, May 8, 1908. 1

**MARIE BRIZARD AND  
ROGER'S**

**FINE LIQUEURS AND  
BRANDIES.**

AGENTS:

**A. S. WATSON & Co., Ltd.,**  
WINE AND SPIRIT MERCHANTS.  
**ALEXANDRA BUILDINGS.**  
Hongkong, January 11, 1912. 24

## Intimations.



**MITSU BISHI GOSHI KWAISHA**  
(MITSU BISHI CO.)

**COAL DEPARTMENT.**

**SOLE PROPRIETORS OF TAKA-**  
SIMA, OCHI, MUTABE, YO-  
SHINGANI, HOJO, KANADA,  
NAMAUTA, SAYO, SHINNEW  
and KAMUYANADA Collieries.

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Shanghai, Hongkong, Hankow.

TELE. ADDRESSES for above: 'IWASAKI'  
Cables:—AI, ABO 5th Ed., Western Union.

**AGENCIES:**

YOKOHAMA: M. Asada, Esq.  
CHINKIANG: Messrs Gearing &  
Co.

MANILA: Messrs Macondray &  
Co.  
SINGAPORE: Messrs Borneo Co  
Ltd.

For particulars, apply to  
**Y. SHIBUYA,**  
Manager,  
No. 2, PADDER STREET,  
HONGKONG. 818

**THE WEST POINT BUILDING  
COMPANY, LTD.**

**AN INTERIM DIVIDEND OF TWO  
DOLLARS per Share for the Six  
months ending 30th June, will be payable  
on MONDAY, 23rd July on which date  
Dividend Warrants may be obtained on  
application at the Company's Office.**  
The TRANSFER BOOKS of the Com-  
pany will be CLOSED from SATURDAY,  
the 20th July to MONDAY, the 29th July,  
(both days inclusive), during which period  
no transfer of Shares can be registered.

By Order of the Board of Directors,  
**MOWBRAY S. NORTHCOTE,**  
Acting Secretary to  
THE HONGKONG LAND INVESTMENT &  
AGENCY CO., LD.  
General Agents for  
THE WEST POINT BUILDING CO., LTD.,  
Hongkong, July 9, 1912. 892

**THE HONGKONG LAND INVEST-  
MENT & AGENCY COMPANY,  
LIMITED.**

**AN INTERIM DIVIDEND OF THREE  
AND HALF DOLLARS per Share for  
the Six months ending 30th June, will be  
payable on MONDAY, 23rd July on which  
date Dividend Warrants may be obtained  
on application at the Company's Office.**  
The TRANSFER BOOKS of the Com-  
pany will be CLOSED from SATURDAY,  
the 20th July to MONDAY, the 29th July,  
(both days inclusive), during which period  
no transfer of Shares can be registered.

By Order of the Board of Directors,  
**MOWBRAY S. NORTHCOTE,**  
Acting Secretary,  
Hongkong, July 9, 1912. 893

**THE "STAR FERRY" COMPANY,  
LIMITED.**

**NOTICE IS HEREBY GIVEN** that  
the TRANSFER BOOKS of the  
Company will be CLOSED from 27th July,  
1912, to 2nd August, 1912, both days  
inclusive.

**EDWARD OSBORNE,**  
Secretary,  
Hongkong, July 22, 1912. 936

**INDO-CHINA STEAM NAVIGATION  
COMPANY, LTD.**

**THE TRANSFER BOOKS of the  
Company will be CLOSED from TO-  
DAY, the 11th July to THURSDAY, 1st  
August, 1912, (both days inclusive), during  
which period no transfer of Shares can be  
registered.**

By Order of the Board of Directors,  
**JARDINE, MATHESON & Co., Ltd.,**  
General Managers.  
Hongkong, July 11, 1912. 910

**PATELL & CO.**

**Exporters & Importers**

**General Merchants**

**Commission Agents**

**HONGKONG, CANTON,  
SHANGHAI AND  
HANKOW.**

**'ALMA' CIGARETTES**

are manufactured by hand from the small leaves only of  
the finest Turkish and Virginian Tobaccos.

**'ALMA'**

**'SULTAN' Turkish**  
**'ISIS' Virginian - \$1.75 per tin of 100.**

**By Special Decree Cigarette Makers to  
H. H. The Khedive.**

**FRESH STOCKS JUST ARRIVED**

**ALMA Cigarettes Co., Ltd.,**

94, St. Martin's Lane,  
LONDON.

**NOTES ON WILD LIFE IN HONG-  
KONG AND SOUTH CHINA.**

(By Rev. G. A. Bunbury, M.A., Principal  
of Diocesan Training College, Canton.)  
[These notes are the result of observa-  
tions made during the past few years, in  
the intervals of Mission work. They do  
not profess to be exhaustive. It is hoped  
that they may serve as finger-posts to  
other observers in this interesting field.]

Birds so obtrude themselves upon our  
attention, their species are so numerous,  
and their attractiveness so great, that  
they have always received their full share  
of attention from man. They are as  
much the subjects of primitive as of  
modern art, and the people who "take  
an interest in birds" form probably a  
majority among the lovers of wild nature.

On the Birds of China generally, there  
are several authorities, books by the  
British naturalist Swinhoe and the  
French author David, being perhaps the  
most important. The latter, entitled  
"Les Oiseaux de la Chine," published in  
Paris in 1877 is a magnificent work in  
two volumes, one of letter-press, the  
other plates. But the birds of the China  
Coast early attracted the attention of  
European travellers, some representative  
types being described by Buffon as long  
ago as 1770.

Mr. J. C. Korschew, F.Z.S., published a  
"List of birds of the Quang-tung  
coast" in "The Ibis" for April 1904.  
This gives a list of about 170 birds,  
observed mostly at Macao. The identifi-  
cations were made by Mr. F. W. Stead  
of the British Museum. These notes are  
of considerable value, and it is hoped  
that it may be possible to republish them.

**MIGRATION OF BIRDS.**  
This is a subject of deep interest, which  
has been much studied of recent years.  
The following facts may be considered as  
beyond dispute. (See Lydekker, Royal  
Natural History vol. iii. p. 129.)

(1) No bird hibernates. (2) Many birds  
breed in cold regions, so migration is  
necessary in winter to escape cold. (3)  
Migrations may be partial, from one part  
of the same country to another. (4)  
Except tropical species, all birds breed  
in the coldest portions of their range.  
(5) Nesting-grounds are usually reached  
by horizontal migration, though a few  
obtain lower temperatures by ascending  
mountains. (6) The species that go  
farthest north often go furthest south.  
(7) Every species has its particular  
period. (8) No species ever breeds dur-  
ing its stay in the southern portion of its  
area. (9) As most migrations take place  
at night, it seems that no land-marks are  
used as guides. (10) "During astro-  
nomical observations, flights of birds have  
been seen crossing the moon's disc at an  
immense elevation above the earth."  
(11) Certain definite lines of migration  
are followed, subject to conditions of  
weather. One such line passes over Hel-  
goland and along the West coast of  
Europe in a north easterly direction.  
Another migration line has been traced  
(or supposed to be traced) up the coasts  
of the Kwang Tung and Fukien Pro-  
vinces, whence it is said to strike inland  
across North China and Mongolia. In  
connection with this it must be remem-  
bered that the largest forest in the Old  
World is to be found in Central Siberia  
(as the traveller via Siberia will remem-  
ber). This vast forest region, which the  
train skirts for a day and a half, is said  
to be bounded by the Rivers Yenisei and  
Lena on the west and east; by the Arctic  
Circle on the north and the Chinese  
frontier on the south. Such a gigantic  
nesting region may well explain why the  
birds of South China fly north-west in  
their spring migration.

Birds are divided into two great sub-  
classes: those whose breast-bone has no  
keel, and those whose breast-bone is  
keeled. There probably are no repre-  
sentatives of the former class in China.  
Carnate birds, having keeled breast-  
bones, are divided into fourteen classes:—  
1. Parrots.  
2. Cuckoos.  
3. Pigeons.  
4. Swifts and Humming birds.

5. Perching Birds.
6. Birds of Prey.
7. Pigeons.
8. Scrapping birds.
9. Waders.
10. Storks.
11. Lamellirostres (Ducks, Geese, etc.)
12. The gull tribe.
13. Pelicans.
14. Penguins.

**ORDER 1. PARROTS.**  
No parrots now exist wild in Europe  
though traces of an extinct species are  
found in Miocene Rocks in France.

Parrots are divided into the following  
families in the British Museum Cata-  
logue:—

- (a) Kakas Parrots.
- (b) Lorises.
- (c) Lorikeets.
- (d) Cockatoos.
- (e) True Parrots.
- (f) Owl-parrots.

There seem to be at most two species  
in this district, both summer visitors.

**BIRDS.—ORDER 1. PARROTS.**  
(a) Small green parrot, Chinese name  
Ting-ang-koh, seen in Hongkong on  
lower levels. Plumage green, red beak.  
Total length, 10ins. Perhaps an immi-  
grant from Hainan where it is said to be  
abundant.

(c) Green parrot, Chinese name  
Lao-ai-ang-koh, seen at Canton bird-  
shops, from Fau-uen District. Total  
length, 10ins.; plumage green, red tail,  
beak and feet grey. A summer visitor.

**ORDER 2. CUCKOO-LIKE BIRDS.**  
This order is divided into two sub-  
orders: (1) The Tournesols, found only  
in Africa, and (2) The cuckoos which  
have a world-wide distribution.

Cuckoos are divided as follows: (a)  
True cuckoos, famous all the world over  
for not building their own nests but for  
laying their eggs in the nests of other  
birds. It seems fairly well established  
that each hen cuckoo lays eggs of one  
colour only during her whole life; these  
are laid in the nests of birds who lay  
eggs of a similar colour; thus the fraud  
remains undetected till the young cuckoo,  
still blind and unfledged, throws out  
the other poor little nestlings and occu-  
pies thereon the undivided attention of  
the foster-parent. Careful observations,  
confirmed by photographs, show that  
"the young cuckoo, when only some  
thirty hours old begins unaided to re-  
move from the nest the rightful progeny  
or unhatched eggs by means of its broad  
back which has a central depression for  
the first twelve days; but after this hol-  
low is filled up the desire is said to  
cease. It pushes below a nestling with  
its wings and raises it with much exer-  
tion to the edge of the nest, finally  
ejecting it by a supreme effort."  
(Evans. Birds p. 354.) (b) The lark-  
hooded cuckoos, whose hind claw is  
straight. There are no less than thirty-  
two species found in the Indian and Aus-  
tralian regions. (c) Bush cuckoos, in-  
cluding the rain cuckoo, found both in  
America and in this region. There are  
three other sub-families, all American.  
The commoner representatives of this  
order are given below.

(a) "Rain bird," "Brain fever bird"  
(Cacocoris merulinus). Chinese name  
(Continued on page 3.)

**The Man Who  
Gets There**

Is the man who has blood—  
real rich red blood and  
plenty of it in his body.

**WATERBURY'S  
METABOLIC  
COD LIVER OIL  
COMPOUND**  
makes blood—lots of it—life  
giving, brain nourishing,  
strength replenishing blood.

**OF ALL CHEMISTS**

Prices: \$1.25 and \$2.25

**Ocular Headaches.**

80% of headaches are Ocular  
Headaches—caused, through  
some defect of vision. If your  
headache is so caused, you will  
never be cured until you wear  
scientifically-fitted glasses to  
correct the defect.

Let us Test your Sight and  
**MAKE CERTAIN.**

**CLARK & Co.**  
SCIENTIFIC OPTICIANS  
309, BLOOMINGDALE ST.  
HONGKONG



Hongkong, June 24, 1912.

## Intimations.

**CHRISTIAN SCIENCE SOCIETY OF  
HONGKONG**

Invites the Public to attend a

**LECTURE**

ON

**Christian Science,**

AT THE

**THEATRE ROYAL, CITY HALL.**

ON

**TUESDAY, 23rd July.**

AT 5.30 P.M.

The LECTURE will be delivered by  
**BLISS KNAPP, C.S.B.,** Member of the  
Board of Lecturers of THE MOTHER  
CHURCH, The First Church of Christ,  
Scientist, in Boston, Massachusetts.  
Hongkong, July 10, 1912. 899

In the Matter of THE COMPANIES'  
ORDINANCE No. 1 of 1885,  
and  
In the Matter of GEO. FENWICK &  
COMPANY, LIMITED (In Liquidation).

**NOTICE IS HEREBY GIVEN** in  
pursuance of Section 173 of the  
Companies' Ordinance No. 1 of 1885 that  
a GENERAL MEETING of Members of  
the above-named Company will be held at  
the Offices of the Liquidators, No. 5,  
Queen's Road Central, First Floor, at 12  
o'clock Noon on WEDNESDAY, the 31st  
July, 1912, for the purposes provided for  
in the said Section.

**PERCY SMITH, SETH & FLEMING,**  
Liquidators,  
5, Queen's Road Central.  
Hongkong, July 10, 1912. 930

**士逼力汽水**

**THIS WONDERFUL SYPHON**  
Makes Mineral Water instantly at 90  
cents a dozen Syphons. Anyone can do it.  
Failure is impossible. And you can save  
50 per cent by making your own Mineral  
Waters at home with the

**'PRANA'**

**SPARKLET SYPHON,**

which lasts a lifetime and  
can be purchased from any  
Chemist or Stores.

**PRICE:—\$2 Each.**

**BULBS at 90 cents per**

**Box.**

**WHOLESALE PRICE:—**

**SYPHONS per doz.**

**\$16.00 f.o.b.**

**BULBS per doz. boxes**

**\$8.00 f.o.b.**

**KWONG SANG HONG, LTD.,**

WHOLESALE AGENTS,

246 and 248, Des Vœux Road Central,

**HONGKONG.**

**行發總**

**行生廣港香**

**司公限有**

Hongkong, July 8, 1912. 888

**S' IEN TING,**

**Surgeon Dentist.**

No. 14, D'ARVILLE STREET.

**TERMS VERY MODERATE**

Consultation Free.

**SAVARESSE'S  
SANTAL  
CAPSULES**

PHYSICIANS RECOMMEND THEM

MADE IN LONDON BY ALL CHEMISTS

Hongkong, July 1, 1912. 889





## Hughes and Hough

AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers

AND

Share, Coal and

General Brokers.

PROPRIETORS

"TO-KWA-WAN"

COAL STORAGE.

Codes used:

A.R.C. 4th & 5th Editions.

A1. TELEGRAPHIC CODE.

Telegraphic Address:

"MERIDIAN" HONGKONG.

### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (for account of the concerned),

WEDNESDAY,

the 31st July, 1912, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,

A LARGE QUANTITY OF VALUABLE HOUSEHOLD FURNITURE.

Removed to Sale Rooms for convenience of Sale.

Full particulars will be published later.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, July 17, 1912.

### To Let

#### TO LET.

A BERTHOUDWIN, PEAK ROAD, Six-roomed HOUSE from 15th July.

EUROPEAN FLAT, Nathan Road, Kowloon.

SHOP with Godown attached, NATHAN ROAD, Kowloon.

Kowloon Marine Lot No. 48 with wharf.

Apply to HUMPHREYS' ESTATE & FINANCE Co., Ltd.

Hongkong, June 1, 1912.

#### TO BE LET.

SHOPS AND OFFICES, in ALEXANDRA BUILDINGS.

Apply A. S. WATSON & Co., Ltd., Alexandra Buildings.

Hongkong, May 21, 1912.

#### TO LET.

OFFICES in KING'S BUILDING.

"RANFURLY," 11, CONDUIT ROAD, from 1st June.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, July 1, 1912.

#### TO LET.

ON 2nd FLOOR, No. 2 PEDDER STREET.

One-roomed OFFICE. Apply Property Office JARDINE, MATHESON & Co., Ltd.

Hongkong, April 30, 1912.

#### TO LET.

No. 13, BEACONSFIELD ARCADE, Top Floor.

"ROGATE" Austin Road, Kowloon, from 1st April.

No. 12, BEACONSFIELD ARCADE, First floor.

No. 13, BEACONSFIELD ARCADE, First floor.

1 LARGE GODOWN in No. 3A, Duddell Street, 1st floor.

1 SMALL GODOWN in Duddell Street (Godown D.).

No. 14, MACDONALD ROAD, Ca'dar, 6-roomed House. Fine situation, from 1st August, 1912.

LARGE ROOMS to let, central position, cheap rent.

To let at the Peak, FURNISHED HOUSE, 5 Rooms for two months, August and September.

FOR SALE, WITH OR WITHOUT FURNITURE.

"TOR CREST," No. 8, The Peak, with tennis court. Commanding a magnificent view of the harbour and adjacent islands.

FOR SALE: "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.

Apply to LINSTED & DAVIS, 3rd Floor, Alexandra Buildings.

Hongkong, Aug. 2, 1911.

#### NOTICE.

LESSONS IN CHINESE

MR LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first-rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write care of "China Mail" office or direct to 27, Hollywood Road, 1st floor.

Hongkong, May 17, 1912.

## GEO. P. LAMMERT AUCTIONEER.

### PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

on

MONDAY,

the 29th July, 1912, at 12 o'clock Noon, at his Sales Rooms, DUNDRELL STREET.

The German Steamer "QUINTA," 1634 Tons Gross, 987 Tons net (built in 1904).

As she now lies on the North Reef, Paracels, with all her Machinery, Gear, Apparatus, Electric Light Installation, Stores and Coal.

IN ONE LOT.

TERMS:—Cash on fall of hammer.

GEO. P. LAMMERT, Auctioneer.

Hongkong, July 20, 1912.

### Intimations.

PROPERTY INSURANCE CO. LTD. OF LONDON (FIRE DEPARTMENT).

THE Undersigned, having been appointed GENERAL AGENTS of the above Company for Hongkong and its Dependencies, are prepared to accept approved risks against Fire at current rates.

MOW FUNG & CO., General Agents.

Hongkong, May 1, 1912.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

SHEWAN, TOMES & CO., GENERAL MANAGERS, HONGKONG.

J. T. HAMILTON, GENERAL MANAGER FOR THE EAST, TOKYO.

New Insurance Paid for... £ 25,687,500

Outstanding insurance amounts to... £282,653,250

Assets amount to... £104,668,635

Surplus amounts to... £17,928,716

Dividends to Policyholders 1910... 10,675,151

Total paid Policyholders 1910... 53,433,369

Total Expenses for 1910... 10,392,091

Gross earnings from interest and Rents for 1910... 21,648,629

Gross rate of Income from Investments 1910... 4.48%

Hongkong, Feb. 23, 1912.

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF THE OCEAN MARINE INSURANCE COMPANY, LTD., and THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1911, £22,561,285.

Authorized Capital £6,000,000

Subscribed Capital £4,500,000

Paid-up Capital £2,437,500

Fire Funds... 3,989,114

Life & Annuity Funds... 16,138,180

Sinking Fund Account... 88,512

Revenue Fire Branch... 2,567,158

Life and Annuity Branches... 1,973,269

Revenue Marine Department... 262,692

Other Receipts... 450,193

£5,253,312

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO., Agents.

Hongkong, June 22, 1912.

### NOTICE.

HONGKONG & CHINA GAS CO., LD.

THE unexpectedly large demand for GAS COOKING STOVES has exhausted the Company's stock of new stoves.

More are being telegraphed for, and intending customers for same are requested to furnish their names and addresses to the Company so that no undue delay will arise in fixing the stoves when they arrive.

GEORGE CURRY, Local Secretary.

Gas Office, Hongkong, 9th July, 1912.

### THE CHINA MAIL

#### Typhoon Guide.

PRICE: 20 cents.

Lok-shui-chouk, seen on Hongkong Peak, March to August. Size of bull-finch, pale black; pole and neck white; black collar; body black and wings dusky; tail spring and summer.

(a) Cuckoo (*Cuculus micropterus*?). Chinese name "Touken," very generally distributed even at Lo-fau, Hongkong. Size of small magpie, red wings, black back and head; yellow-bellied. Said by the Chinese to cry till the blood comes into its eyes; cry "whi-choo."

(b) "Crow pheasant" (*Centropus rufipennis*), Chinese name "Shung-mo-kai," seen at Kowloon (H.K.M. 280). Size, shape and back of raven, eye red, legs spurred, red-brown plumage. These birds are common in Hainan, where, when killed and plucked they are soaked in wine, which is said to be a cure for flatulence and indigestion.

ORDER 3. PICARINUS. This large order contains a number of sub-orders. They are very different in outward form from each other, as well as in habits and in structure, but they have one striking character in common which separates them from the Pterodactyls or Pterosaurines, and that is the arrangement of the deep-plumular tendons of the foot. The arrangement of the toes also distinguishes them from the Pterodactyls. In this order the two middle toes are united at the base; while the outer and inner toes both point backwards.

The sub-orders of this order represented in this Region are as follows:—

1. Frog-mouths.
2. Rollers.
3. Kingfishers.
4. Fish-eaters.
5. Insect-eaters.
6. Horn-bills.
7. Hoopoes.
8. Bee-eaters.
9. Night-jars.
10. Swifts.
11. Woodpeckers.

3a. White-breasted kingfisher (*Haliastur sanguineus*), Chinese name "Ting-ting," seen in Hongkong and Kowloon in April. 15ins. of which black back, brown head and back, dark blue back. Note "whi-choo-choo." H.K.M. 354, 410.

3b. Kingfisher (*Alcedo bengalensis*), Chinese name "Tui-chouk," seen generally. Larger than English birds; head black, white patch on neck, black blue wings, black breast bristled. The feathers of the back are used as an inlay in silver work by Canton silversmiths; the birds are caught, and released after the feathers have been plucked off.

3c. Fish kingfisher (*Ceryle pinnatifida*), Chinese name "Ting-tung," seen on West River, and at Canton, but rare in the Colony. Stands firm, high plumage mottled black and white; crested. The method whereby this bird captures fish, is to fall like a stone with a splash into the water, from a height of 30 to 40 feet. It is a wonderful sight to see two or three of these birds fish a pond together, to watch the splash of the fall, and then to see the bird struggle with the fish in the air. The bird is occasionally lost.

3d. Swift, Chinese name "Yin," seen in Hongkong and New Territory. Size of sparrow; black body with blue sheen; belly, neck, and under wings white; very rapid flight. Called "The Goddess of Moon's bird" and considered sacred as such.

11. Wood-pecker—the large variety (*Geopelia striata*) seen occasionally in Canton bird-shops, probably from the woods in the north of the Province. (To be continued)

### RAPID RISE OF THE YANGTZE.

Scenes at Hankow

The Yangtze began to rise toward flood level later this year than last, but it has been coming up fast for the past two weeks, says the "C. C. Post" of July 11. A further rise of five inches yesterday brought it up to 45 ft., within six inches of the British Bund level. This is an inch higher than on July 10 last year. Vessels arriving from Changsha yesterday reported that the river had begun to fall there.

The speed of the current at Hankow has been quite exceptional for the past two days, and several native craft came to grief yesterday. A big junk swung against the anchor chain of the blue-funnel liner Myrmidon at her berth. The junk smashed in two, one part sticking to the cable till the steamer's crew released it by means of a powerful jerk. Another junk capsized at Messrs Butterfield & Swire's upper moorings and broke the shore connections. Yet another capsized at Messrs Jap. dine, Matheson's upper jetty, and the pontoons had to be released to let it drift through. The wreck dropped down to the same firm's lower jetty where the same measures were necessary. Yet another boat was more fortunate. It struck the corner of a pontoon, its side being stopped in, but it was saved from sinking by jamming with the pier. This craft was loaded with beans for Messrs Arnold, Karberg and Co. No loss of life was reported.

On July 13 the water was just over the Bund on the German Concession opposite Messrs Arnold, Karberg and Co.'s offices.

CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY. Few, if any, medical preparations have met with the uniform success that has attended the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. The remarkable cures of colic and diarrhoea which it has effected in almost every neighbourhood have given it a wide reputation. For sale by all Chemists and Storekeepers.

### THE AFTER EFFECT OF FEVER.

AFTER fever—whether it be ordinary fever of the simple character or one of the serious diseases like Typhoid, the acute stage of Malaria, etc.—the unfortunate patient is always left in a condition of more or less prostration and collapse, with anæmia of greater or less intensity, and a sensation of mental and physical weakness which makes him take an utterly erroneous and despondent view of his condition.

Obviously, the thought uppermost in his mind, the supreme desire of his existence, is to get better as rapidly as possible, to feel the warm blood coursing through his body, and to have that mental and physical grip over himself which are the characteristic sensations of perfect health. In achieving this desired end, nothing will have so rapid an effect as Sanatogen, which is known, the world over, as the most revivifying, the greatest restorative and the best recuperative tonic food in the world. Its reputation rests on the bedrock of medical opinion, as it is by the direct prescription of doctors everywhere that that reputation has attained the eminence it enjoys.

Its value has been strikingly set forth in the following words of a world-known physician, which every doctor will confirm. This doctor writes, over his own signature:—"I recommend Sanatogen highly, and prescribe it wherever necessary, thereby shortening the period of convalescence among my patients."

These words coincide with those of the physician to the Queen, Mother of Italy, who writes:—"I have used Sanatogen with marked benefit in convalescence after long illnesses. I consider the preparation a most excellent tonic food."

The effects Sanatogen has wrought in the after-treatment of all fevers, restoring the blood to the condition of health, reinvigorating the nervous system, building up the bodily strength and restoring the weight which has been lost, are facts which are easily verified by everyone, for they are within the knowledge of all doctors, and your own physician must substantiate them if you ask him.

Write for a copy of a most interesting booklet "The Art of Living," by Dr. Andrew Wilson, which will be sent free to all mentioning this paper in application to A. Walling and Co., 6, Kiang Road, Shanghai. Sanatogen can be obtained of all chemists.

### 'Want' Advertisements

PREPAID

\$1 per inch..... 3 insertions.

\$2 .. .. . One week.

WANTED.

POSITION as HOUSEBOY by a Japanese youth. Clean, willing, good appearance.

Apply to "T. Y., C/o 'CHINA MAIL' Office, Hongkong, July 17, 1912.

FOR SALE.

ABOUT 500 lbs. ENGLISH TYPE Clarendon and Nonpareil (Modern), complete found, including Italy.

In good condition. Send offers to "TYPO," Care of 'CHINA MAIL' Office, Hongkong, March 21, 1912.

### FOR SALE.

ONE FULL SIZE

Burroughs and Watts.

BILLIARD TABLE

WITH ACCESSORIES

Apply to

GEO. P. LAMMERT.

Hongkong, June 7, 1910

### MILNERS' SAFES

AS SUPPLIED TO THE PRINCIPAL BANKS AND BUSINESS HOUSES.

GEO. P. LAMMERT, Agent.

Hongkong, May 20, 1911.

### EUROPEAN AGENCY.

WHOLESALE Indents promptly executed at lowest cash prices for all kinds of British and Continental goods, including

Books and Stationery, Boots, Shoes and Leather, Chemicals and Druggists' Sundries, China, Earthenware and Glassware, Cycles, Motor Cars and Accessories, Drapery, Millinery and Piece Goods, Fancy Goods and Perfumery, Hardware, Machinery and Metals, Jewellery, Plate and Watches, Photographs and Optical Goods, Provisions and Groceries, etc., etc.

Commission 2½% to 5% Trade Discounts allowed. Special Quotations on Demand. Sample Cases from £10 upwards. Concessions of Produce Sold on Account.

WILLIAM WILSON & SONS (ESTABLISHED 1814), 25, Abchurch Lane, LONDON, E.C. Cable Address: "ANTHUR, LONDON."

## KEEP YOUR EYES OPEN.

This Space will shortly contain Something of Interest to Everyone.

## GARNER, QUELCH & CO.

### Hotels.

THE STATION HOTEL, NATHAN ROAD, KOWLOON.

ELECTRIC LIGHT AND FANS, BATH-ROOM TO EACH ROOM.

Gold and Hot Water throughout.

PRIVATE AND PUBLIC BARS, BILLIARD ROOM.

Private Dining Room.

EXCELLENT CUISINE.

For Particulars apply to THE MANAGER.

Tel. No. 1129. Tel. Address: "STATION." Hongkong, Feb. 27, 1912.

### BRAESIDE PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet Lawns, Large airy and well-furnished Rooms, Every home comfort. Fine View of the Harbour. Telephone No. 590.

Apply to Mrs F. W. WATTS, "Braeside," 20, Macdonnell Road, Hongkong, September 2, 1908.

### KINGSLERE HOTEL, HONGKONG.

UNRIVALLED position in the Hill district, overlooking the Botanical Gardens and facing the Harbour. Numerous quiet Suites with luxuriously fitted Bathrooms, Telephones and Electric Fans.

Telephones in Bedrooms and Sitting-rooms throughout.

Telephone No. 1122.

Cable Address: "Sachsela." A.B.C. Code 5th Ed. Hongkong, September 1, 1908.

### KING EDWARD HOTEL.

A HIGH-CLASS HOTEL UNDER ENTIRELY NEW MANAGEMENT. THOROUGHLY RENOVATED. LOW TERMS. EXCELLENT CUISINE.

H. HAYNES, Manager.

Hongkong, October 2, 1908.

### THE 'CHINA MAIL'

Can be obtained at the following places in Hongkong:—

The Hongkong Hotel.

The Hongkong Ferry Wharf.

The Kowloon Ferry Wharf.

The Kiosk, Blake Pier.

The Upper Peak Tram Station.

The Lower Peak Tram Station.

Leung Ming (Astor House Hotel).

Lau Pang Kee (Astor House Hotel).

Ah Choo (Queen's Road).

Wo Cheong (D'Aguiar Street).

Butcher & Son (Kowloon).

Hong Cheong (Kowloon).







# HUNT'S PORTS AND SHERRIES.

**PORTS:**  
 Talwin Very Old Vintage Imperial  
 Full Rich. Very Old Tawny. Newfoundland. Cossation.

**SHERRIES:**  
 Valido Vinto de Pasto Mature Solera  
 Light Dry. Manzanilla. Amontillado.

Hunt's Newfoundland Port is a specialty and world-famed. It is shipped from Oporto to Newfoundland, matured there for several years in oak and bottled in London. Manzanilla Sherry is specially selected for the China market.

All our Ports and Sherries are bottled and shipped by

**HUNT, ROOPE, TEAGE & Co.,**  
 OPORTO, XERES & LONDON.

**GARNER, QUELCH & Co.,**  
 Sole Agents.

TELEPHONE 636. 1580

## Banks

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000  
 RESERVE FUND.....\$1,500,000  
 PROFIT.....\$1,500,000  
 RESERVE FUND.....\$1,500,000  
 PROFIT.....\$1,500,000

**COURT OF DIRECTORS:**  
 E. SELLERS, Esq., Chairman.  
 F. H. ARMSTRONG, Esq., Deputy Chairman.  
 Andrew Forbes, Esq., G. H. McDermott, Esq.,  
 G. F. Macdonald, Esq., W. L. Paterson, Esq.,  
 S. G. Gubbay, Esq., Esq., Esq., Esq., Esq., Esq.,  
 G. F. Macdonald, Esq., Esq., Esq., Esq., Esq., Esq.,  
 S. G. Gubbay, Esq., Esq., Esq., Esq., Esq., Esq.,

**CHIEF MANAGER:**  
 Hongkong—N. J. STABE.

**ACTING MANAGER:**  
 Shanghai—A. G. STEPHEN.

**LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.**

**HONGKONG—INTEREST ALLOWED.**

On Current Account at the rate of Two per cent. per annum on the daily balance.

On Fixed Deposits—

For 3 months 2 1/2 per cent. per annum.

For 6 months 3 per cent. per annum.

For 12 months 3 1/2 per cent. per annum.

N. J. STABE, Chief Manager.

Hongkong, May 22, 1912.

### HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,  
 N. J. STABE, Chief Manager.

Hongkong, July 1, 1912. 1517

### THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853, HEAD OFFICE, LONDON.

PAID-UP CAPITAL.....£1,200,000  
 RESERVE FUND.....£1,200,000  
 PROFIT.....£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.

Hongkong, April 12, 1912.

### NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).

ESTABLISHED 1824.

AUTHORIZED CAPITAL.....£1,000,000 (—£5,000,000/-)  
 PAID-UP CAPITAL.....£1,450,000 (—£3,750,000/-)  
 RESERVE FUND.....£1,792,608 (—£ 641,038/-)

HEAD OFFICE—AMSTERDAM.

HEAD AGENCY—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Djember, Charbon, Tegal, Poodjogyan, Tjilatjap, Bandong, Padang, Medan, Tebing Tinggi (Deli), Palembang, Bataavia, (Achmed), Macassar, Bandjermasin.

Correspondents at Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc., etc.

LONDON BANKERS—The Union of London and Smiths Bank, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent and Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2 1/2 per annum on Fixed Deposits 12 months 4 1/2 per annum

Do 6 months 3 1/2 Do 3 months 3 Do

A. F. VAN REES, Accountant.

Hongkong, July 18, 1912.

## OCEANA WRECK JUDGMENT.

### Draconic Criticism of Defects.

Judgment was delivered on June 23 at Caxton Hall, Westminster, on the loss of the P. and O. steamer Oceana, involving seventeen lives, in the English Channel on March 16 after collision with the German barque Pisagua.

The officers of the Pisagua were exonerated from blame. The certificate of competency of the chief officer of the Oceana was suspended for six months; the master was severely censured; and blame was attached to the third officer. Sharp criticism was also pronounced on Board of Trade inspectors: the inadequacy of equipment of some of the lifeboats; absence of sufficient instruction in the putting on of life jackets; and the method of dealing with lifeboats.

Mr. J. Dickinson, the metropolitan magistrate, who, with three nautical assessors, conducted the inquiry on behalf of the Board of Trade, said in the course of his judgment that the court found that a good and proper look-out was kept from the forecastle head of the Oceana but not by the chief officer and supernumerary second officer on her bridge. She was not navigated with proper and seamanlike care. The collision was caused by the Oceana wrongfully attempting to cross the bows of the Pisagua.

INADEQUATE INSPECTION OF BOATS. The vessel carried boats considerably in excess of the Board of Trade requirements. They were sufficient, and all were in good condition, save the starboard cutter (the accident boat), which leaked badly. The court did not consider that the boat inspection at Tilbury before the voyage commenced by the two Board of Trade surveyors was adequate. Neither was by profession acquainted with the practical handling of boats. One of them explained his perfunctory inspection by saying there was a misunderstanding with the other surveyor. It was much to be regretted that such a misunderstanding was possible. When ships' boats reached a certain age, say fifteen years, the examination should be more searching.

All the other life-saving appliances were sufficient, in good condition, and fit and ready for use.

### LACK OF AN AXE.

The court commented adversely on the regulation which requires only four of the boats to have full equipment set out in Rules 3 and 6. "It would be small consolation for people adrift in the fifth or sixth boat to know that four other boats had been properly equipped, especially if the four other boats had been destroyed." The court expressed the hope that the rules will be revised and amended. There was an absence of axes. The apprehension of having them stolen when in port had led to a practice of not keeping them in the boats. This was most unfortunate. It was highly probable that had an axe been at hand No. 1 lifeboat might have been cut adrift in time to prevent her overturning. The Board's surveyors ought not to have passed the boats without observing this breach of Rule 6.

Lamps were placed each evening in the two emergency boats only, the remainder being kept ready trimmed in the lamp-room. Both lamps and compasses ought to be in the boats.

### TACTIC IGNORANCE.

The captain put on his life-jacket wrongly, and the steward tied Miss Thurlow's life-jacket around her body without placing the tape over her head. It was nothing less than tragic that an appliances designed to save life should sometimes, by misapplication, be the occasion of the loss of it. The court suggested that in a conspicuous part of passenger ships and in the cabins there should be put up an illustration of the method of adjusting life-jackets, and if possible passengers should be instructed in their use.

Some of the crew were not conversant with the method of dealing with the life-jackets to ensure illumination upon their reaching the water. Had even one been dropped the position of the drowning people would have indicated.

The arrangements for manning the boats were not sufficient. There was failure to see that each boat sent away after the collision had its allotted crew.

### ERROR IN LAUNCHING LIFEBOAT.

The pursuer was responsible for assembling the passengers for embarkation in the boats, yet he went away in the accident boat without orders; and his absence probably explained the regrettable lack of attention to second-class passengers. Seventeen lives were lost through the swamping of No. 1 lifeboat. This was largely due to the error of judgment of the chief officer in lowering the boat.

## HOSE PIPES

Why buy those which quickly decay, when you can get

**MERRYWEATHER'S**

High-class Brands,

which last out six ordinary

**HOSE PIPES?**

Specify "LONDON MADE" Hose.

Write for Illustrated Pamphlet with prices.

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while the vessel was still under way. For the failure to take adequate measures to rescue the persons thrown into the water the court severely censured the master and chief officer, and attached blame to the third officer.

Favourable opinion is expressed by the court of the conduct of the disaster deck hands, who were Khalasia mostly from the coast towns north and south of Bombay. They behaved quite well and were efficient and disciplined. The unfavourable opinion of the Khalasia formed by some of the passengers probably arose from confusing the Gouose (Portuguese half-breed acting as stewards), who are not specially noted for courage, with the lascars seamen.

The court is left with a feeling of disappointment and almost dismay that the elaborate system built up by the company through long years of experience in passenger traffic should have failed in the moment of trial in not particularly difficult circumstances. The lesson to be drawn was the need for the superintendents to enforce practice.

Mr. Naylor, the chief officer, said the decision was unjust so far as he was concerned.

## THE DANGER OF BIG SHIPS.

Ships may be built too huge for profit or safety, asserts the London Economist, which for the last three or four years has strenuously combated the new mania for building monster vessels, either for peace or war. This is a very apt saying of the fate of the Titanic, which, when it was launched, was the biggest ship ever floated. Put the mania still prevails, and the Germans are bitten by it. We learn from the press that the new liner Imperator, launched recently is nearly 4,000 tons heavier than the Titanic, and has a length of 900 feet, or more than four city blocks. She has beam of 96 feet, and her essential structure weighs 50,000 tons. She will have a Ritz restaurant and a swimming pool. She has a double bottom and coal bunkers at the sides, which gives her a double skin. She is equipped with a series of transverse bulkheads, which are closed by hydraulic power controlled from the bridge.

The Economist thinks the British Admiralty is largely to blame for starting the craze. The Dreadnought fashion was introduced by British naval designers, and has already cost the taxpayers of the world "almost incredible millions." To quote further:

"The Dreadnought mania, after provoking a rivalry very profitable to the great armament industry all over the world, was speedily reproduced in the merchant service, with the help of big shipbuilders, who wanted to 'kick creation.' At that time the great American lines had already reached what we think will prove to be the best size and the most reasonable speed, combining safety with comfort and economy. There are many shipping experts and experienced navigators who said before the awful disaster to the Titanic, and before the proofs that have been multiplying in the last few months of the unmanageability of super ships, that ships of the type of the Baltic, steady as a rock, would require a very great deal of beating. It is quite easy to prove, as a matter of fact, that the British fleet at the present moment would have been far more powerful, both relatively and absolutely, at a much smaller expense, if the Dreadnought and the super-Dreadnought had not been introduced; and the utter waste of the system could not be better illustrated than by Mr. Churchill's report at Glasgow for a year or two underwriters that they are incurring huge expenditure on deepening and widening docks in order to provide for the bigger and bigger ships which this madly foolish policy seeks to perpetuate.

Apologies of the Titanic disaster, Mr. Alfred Egan, a marine specialist, writes to the same effect in the London Morning News. "There are no doubts," he writes, "that these huge boats," he remarks, "are a bigger ship which this madly foolish policy seeks to perpetuate."

But the main argument against big ships is this: "The building and running of these monster ships involve too great a concentration of life and wealth in a single bottom. This is, perhaps, a sweeping statement, but it can be tested and proved by a reference to the marine insurance market, and there is a growing feeling among underwriters that they are called upon to bear too heavy a risk when they insure the enormous hulls and cargoes of the North Atlantic liners. The full value can not be covered without overstraining the resources of the market, and the White Star owners are only partially insured by the policies which they have taken out. If the ship-builder had really conquered the dangers of the sea, he might make his vessels as he pleased; but after every safeguard has been taken, after the Marconi apparatus and the numerous signals have been installed, after all the water-tight compartments have been constructed, the sea is still the master, and no vessel in the world can be pronounced safe."

## LOSING WEIGHT BY THE FOUND

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

**WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND**

Supplies the blood with the wanted nourishing and healthy fish building materials. Very palatable.

OF ALL CHEMISTS

PRICES: \$1.35 and \$3.25.

## HONGKONG AVERAGE MARKET PRICES

Corrected to Thursday, July 18th, 1912.  
 At 100 cents per Dollar Mexican.

### Butcher Meat.

Beef Sirloin & Prime Cut—Mei Lung 1 1/2	10	20
Corried—Ham Ngau Yuk	10	20
Roast—Shiu	10	20
Breast—Nagu Lam	10	20
Soup—Tong Yuk	10	20
Steak—Ngau Yuk Pa	10	20
Sirloin Coton—Ngau Lau	10	20
Sausages—Ngau Chung	10	20
Duck's Brains—Knew	10	20
Tongue fresh—Ngau Li	10	20
Corried—Ham Ngau Yuk	10	20
Head—Ngau Tan	10	20
Heart—Ngau Sun	10	20
Hump, Salt—Ngau Kin	10	20
Feet—Ngau Kark	10	20
Kidneys—Ngau Yiu	10	20
Tail—Ngau Mei	10	20
Liver—Ngau Ken	10	20
Tripe (undressed)—Ngau To	10	20
Calve Head & Feet—Ngau-chai-tau-kark	10	20
Mutton Chop—Young Pei Kwat	10	20
Leg—Young Pei	10	20
Shoulder—Young Shau	10	20
Chillings—Chu Chong	10	20
Brins—Chu Know	10	20
Feet—Chu Kark	10	20
Fry—Chu Chak	10	20
Head—Chu Tau	10	20
Heart—Chu Sun	10	20
Kidneys—Chu Yiu	10	20
Liver—Chu Con	10	20
Pork Chop—Chu Pui Kwat	10	20
Corried—Ham Chu Yuk	10	20
Leg—Chu Pei	10	20
Fat or Lard—Chu Yau	10	20
Sheep Head and Feet—Young Tai Kark	10	20
Heart—Young Sun	10	20
Kidneys—Young Yiu	10	20
Liver—Young Con	10	20
Sucking Pigs, To Order—Chu Chai	10	20
Suet, Beef—Sung Ngau Yau	10	20
Mutton—Sung Young Yau	10	20
Veal—Ngau Chai Yuk	10	20
Sausages—Ngau Chai Chung	10	20

### Poultry.

Chicken—Kai Chai	10	20
Capon, Large, Small—Sin Kai	10	20
Ducks—Ap	10	20
Doves—Pan Kau	10	20
Eggs, Hen—Kai Tan	10	20
Fowls, Canton—Kai	10	20
Mainan—Hoi Nam Kai	10	20
Geese—Ngau	10	20
Quail, Wild—Shing-ho Yen Ngai pan	10	20
Musk Deer—Wong Keng	10	20
Hare, Shanghai—Tui Chai	10	20
Partridge—Che Khoo	10	20
Heasant—Shun Kai	10	20
Pigeons, Canton—Fak Kuy	10	20
Hoehow—Hoi How Pak Kuy	10	20
Quail—Um-Chun	10	20
Rice Birds—Wo Fa Cheur	10	20
Snipe—Sa-Choy	10	20
Turkeys—Lock—Thor Kai Kung	10	20
Hen—Na	10	20
Wild Ducks, Shai—Shing hoi Sui Ap	10	20
Leak—Sui Ap Chai	10	20
Wild Ducks Canton—Sung Shing Sui Ap	10	20

### Fish.

Barbel—Ka Yu	10	20
Bream—Bin Yu	10	20
Canton Fresh Water Fish—Hoi Sin Yu	10	20
Carp—Li Yu	10	20
Catfish—Chik Yu	10	20
Codfish—Mun Yu	10	20
Crabs—Hoi	10	20
Cuttle Fish—Muk Yu	10	20
Dab—Sa Mang Yu	10	20
Dace—Wong Mei Lun	10	20
Dog Fish—Tui Yu Sa	10	20
Eels, Congor—Hoi Mann	10	20
Fresh water—Tam Sui Yu	10	20
Eels, Yellow—Wong Sin	10	20
Frogs—Tien Kai	10	20
Gardoupe—Sek Pan	10	20
Gudgeon—Pak Kuy Yu	10	20
Herrings—Tao Pak	10	20
Halibut—Cheung Kwan Kuy	10	20
Labrus—Wong Fa Yu	10	20
Loach—Wu Yu	10	20
Loleters—Lung Ha	10	20
Mackerel—Chi Yu	10	20
Monk Fish—Ming Yu	10	20
Mullet—Chai Yu	10	20
Oysters—Sung Hoo	10	20
Parrotfish—Kai Kung Yu	10	20
Perch—Tau Loo	10	20
Pike—Fa Paw Pong	10	20
Plaice—Pan Yu	10	20
Pomfret, Black—Hak Chong	10	20
Pomfret, White—Pak Chong	10	20
Pawing—Ming	10	20
Ray—Pa Pa Sa	10	20
Rock Fish—Sek Sa Kung	10	20
Roach—Guan Yu	10	20

## 肉食

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Beef Sirloin & Prime Cut—Mei Lung 1 1/2	10	20
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Partridge—Che Khoo	10	20
Heasant—Shun Kai	10	20







## TELEGRAPH.

(Copyright.)

## EMPIRE PRESS DEPUTATION

SECTION OF REGISTRATION AND POSTAGE.

*(Reuter's Service to the China Mail.)*  
London, July 22.

Under the auspices of the Empire Press Union, a deputation of newspaper proprietors, including Mr. Reed, of the "Times of India," Mr. Barr, of the "South African Argus," and Mr. Wade, of the "Englishman," Calcutta, waited upon Mr. H. L. Samuel, the Postmaster-General, and asked for the common registration of all papers published in the Empire, and a uniform postage rate for all newspapers within the Empire.

Mr. Samuel, replying to the deputation, expressed sympathy with their proposal, but pointed out the difficulties of the proposal. He said that the Empire Press Union had been formed for the purpose of securing uniformity of postage rates for newspapers published in the Empire, but that the proposal was not a simple one, and that it would be necessary to consider the interests of all the countries of the Empire.

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## A NEW KNIGHT.

HONOUR TO MR SAM FAY.

*(Reuter's Service to the China Mail.)*  
London, July 23.

Mr S. Fay, J.P., General Manager of the Great Central Railway, has been knighted on the occasion of His Majesty opening the new dock north of Grimsby. Mr Fay began life as a railway servant.

## GERMANY AND JAPAN.

PRESS STATEMENTS REFUTED.

*(Reuter's Service to the China Mail.)*  
London, July 23.

The "Koenliche Zeitung" referring to reports that Germany had made proposals to Russia which were calculated to embroil Russia and Japan, declares that these reports were spread by a press hostile to Germany and adds that there was not a single word said against Japan at the meeting at the Baltic Port.

## TURKISH POLITICAL CRISIS.

NEW VIZIER FORMING A CABINET.

*(Reuter's Service to the China Mail.)*  
London, July 22.

A Constantinople telegram reports that Khazim Mukhtar Pasha has been appointed Grand Vizier and is forming a Cabinet.

Towfik Pasha refused the post unless there was a dissolution of the Chamber, which request the Sultan declined to concede. Towfik Pasha will remain in London as Turkish Minister.

## BY TELEGRAPH.

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## NAVY SUPPLEMENTARY ESTIMATES.

LORD CHARLES BERTSFORD'S SUGGESTIONS.

*(Reuter's Service to the China Mail.)*  
London, July 22.

At the night's naval debate, the Daily Chronicle states that the construction and machinery items mentioned in this journal last week do not refer to new construction but to the speeding up of the normal programme for the needs in the Mediterranean to be met by stationing powerful armoured cruisers at Malta.

Lord Charles Bertsford, in a letter to the Press, remarks that the removal of these vessels will deprive the Home Fleet of its greatest tactical asset, and urges as temporary expedients, pending the necessary strengthening of the Navy, the stationing of Germanies and other vessels for the purpose of maintaining a superior force in the Mediterranean.

## THE DEBATE IN THE COMMONS.

The First Lord's Speech.

London, July 22.

Mr Churchill, in introducing the Supplementary Estimates, said that the direct cause of their introduction was the German Navy Law, which he pointed out proceeded to create in Germany a fleet of four-fifths of the size of the British Navy in full permanent commission, which meant that it was constantly and instantly ready for war. Its main feature was to increase the striking force of ships of all classes immediately available. Such a programme was remarkable, and so far as he was aware it had no previous example in naval practice of modern naval powers. The German plans involved remarkable expansion of strength and efficiency.

Mr Churchill then discussed the general question of the growth of modern navies and said that a cool study of methodical preparation prolonged over successive years could alone raise the margin of naval power. It was useless throwing money about on the impulse of the moment, as the strain we should have to bear would be long and slow, and no relief could be gained from impulsive and erratic action. We should learn from our German neighbours that the way a policy marches should be unswerving to a goal.

The Germans were spending about one million sterling a year on submarines. They could not allow their lead in submarines to be diminished. The estimates would include £160,000 a year for fleet repair. An additional battleship would be attached to the third battle squadron, and the four Mediterranean battleships now stationed at Gibraltar replacing the old Atlantic fleet, raised to eight in two years' time, receiving two powerful vessels which would be ready by 1913, and would be provided with a subsidiary base at Malta, enabling them to operate in the Mediterranean Sea if necessary. All the movements of the Gibraltar squadron would be regulated by the main situation, but its existence and position would not be overlooked when he came to deal with the arrangements for the Mediterranean.

Continuing, Mr Churchill said that it was proposed to raise the number of battleships in full commission from 23 to 33. There would also be a second fleet, consisting of eight vessels, and we should have from 1914 onwards, five battleship squadrons, comprising 41 battleships, of which four squadrons would be in full commission. This might not be considered a very satisfactory proportion, but having regard to the character of the vessels, the arrangement proposed now, in the opinion of the Admiralty would be adequate to the needs of 1914-15.

Mr Churchill also declared, with reference to the question of manning, that it would be necessary to make large additions to the personnel of the navy for the next four years. He foreshadowed increased pay, and promised definite proposals by next autumn. A Royal Commission, under Sir John Fisher, would be appointed to enquire into the question of liquid fuel for ships. This implied no sudden or extensive change in the subject of naval construction.

It would be necessary to provide two extra destroyer flotillas, one this year, and one the year after next.

## BY TELEGRAPH.

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## NAVY SUPPLEMENTARY ESTIMATES.

LATER DETAILS OF THE DEBATE.

*(Reuter's Service to the China Mail.)*  
London, July 23.

Mr. Balfour said he would defer criticism with reference to strategy. Although they might grumble, he said, regarding the magnitude of this expenditure, they had, anyhow, the consolation that they were not building for ambition but for peace, and so long as they were building for peace and security, so long would they have the support of the nation, and the intelligent approval of mankind. If they could secure peace, even at that sacrifice, they would have done great things.

Mr. Asquith emphasised the fact that Great Britain was a most reluctant competitor in the naval race, and what they had done had been done under compulsion of circumstances. He wished he could dissent from Mr. Balfour's prediction regarding further increased expenditure in the future. That expenditure, however, would be justified because it would maintain, firstly, the security of their shores, the Dominions and colonies, and secondly, the peace of the world.

Mr. Asquith assured the House that when the next estimates were presented they would be presented with added knowledge of the prospective requirements, and would not fall short of anything their advisers had deemed as necessary to safeguard British interests in the Mediterranean as in every part of the world. Mr. Asquith, in referring to the visit of the Italian Ministers in similar terms to those used by Mr. Churchill, he added that side by side with the growing participation in the active business of the Empire on the part of the Dominions, the duty undoubtedly rested upon us of making such a response as we could to their obvious and reasonable appeal to be heard in determining the Empire's policy, and the direction of its affairs.

Mr. Asquith entirely agreed with Mr. Balfour regarding the necessity of maintaining an overwhelming superiority over any combination that might reasonably be suggested. There had been no change of policy regarding the Mediterranean, but the naval centre of gravity had shifted, necessitating a redistribution, which was already in full operation when the Liberals came into office. Still, however, they had vital interests to safeguard in the Mediterranean which it would be impossible to leave to the care of others. Great changes were going on there, and they would not be doing their duty to the country unless they replaced the present inadequate vessels by a much stronger force.

They had determined to withdraw six older battleships from the Mediterranean and replace them by four battleship cruisers of the Invincible type. These would go out in the winter, and further the armoured cruiser squadron would be replaced by more powerful armoured cruisers. It was intended to establish a torpedo station at Alexandria. Referring to the Hon. Mr. Borden, who was in the Gallery, Mr. Churchill paid a tribute to the efforts of the Canadian Ministers, and declared that no announcement could be made until Mr. Borden and other Ministers, who had been in conference with the Admiralty had returned home and consulted their colleagues. The Admiralty had received information indicating that one of the Mediterranean Powers was contemplating a further considerable naval programme, and if this proved correct it would constitute a new factor requiring prompt attention. This was not included in the forecasts he had given of future naval construction.

## ILLNESS OF THE MIKADO.

INQUIRIES BY KING GEORGE.

*(Reuter's Service to the China Mail.)*  
London, July 22.

H. M. King George has been sending messengers frequently to the Japanese Embassy to obtain the latest intelligence respecting the illness of His Majesty the Emperor of Japan.

## PRINCE KATSURA IN LONDON.

RETURNING TO JAPAN THIS MONTH.

*(Reuter's Service to the China Mail.)*  
London, July 22.

Prince Katsura has arrived in London, being met at the station by the Ambassador and a representative of the Foreign Office. The Times correspondent at St. Petersburg states that the Prince will start on his return journey to Japan on the 27th inst.

## TURCO-ITALIAN WAR.

A BANGUINARY ENGAGEMENT.

*(Reuter's Service to the China Mail.)*  
London, July 22.

It is officially announced in Rome that the Italians attacked, routed and decimated 1,500 of the enemy who had taken up a position to the West of Misurata.

The Italian losses were 19 killed and 87 wounded.

## Stop Press News

(Copyright.)

## NAVY SUPPLEMENTARY ESTIMATES.

LATER DETAILS OF THE DEBATE.

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London, July 23.

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## THE TYPHOON.

Ships Delayed.

Owing to the prevalence of typhoon weather several ships have had to delay their departure from the harbour, and many passengers are held up, among them being the Bandmann Opera Company.

From information we received just before going to press it appears that the typhoon is now E.N.E. of Hailow.

## ALLEGED THEFT OF MONEY.

A Chinese was arrested on Saturday on a charge of stealing the sum of \$50.20 from another Chinese who was riding with him in a tram-car. It appears that the money was taken from one of the man's pockets. The second man alighted from the car near the Central Market, and he was closely followed by the Chinese who suddenly missed the money. The latter gave an alarm, whereupon the alleged thief dropped the money and endeavoured to escape. He was, however, soon stopped by a police constable.

At the Magistracy the defendant, for whom Mr. Oso Kong Sing appeared, was discharged on the ground of insufficiency of evidence.

## SLOW CRICKET.

Cause of Waning Interest.

In an interesting letter to The Daily Mail, published recently, "Cricket" writes that there is something lacking in cricket as it is played to-day and that public interest in the game is waning. After drawing comparisons between the leisurely methods of the cricket field and the bustling tactics of the football field, he reached the conclusion that cricket is too slow. As a y rate, "some hint is lacking. What is it?"

The Daily Mail is anxious to solve the problem why the game is apparently losing its hold on the public, and is invited by the fact that only 189 spectators were present on the first day of the match between Derby and Hampshire at Derby.

Barrow v. Australian, 4 Qb. 111, 5 000  
Yorkshire v. Gloucester, at Leeds, 3 100  
A. Wick v. Lancashire, at Birmingham, 2 700  
Essex v. Surrey, at Epsom, 2 400  
Middlesex v. N. 11, at Lord's, 2 000  
Leamington v. Hampshire, at Leamington, 1 000  
Northants v. Essex, at Northampton, 850

## Lane, Crawford &amp; Co.

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## SUMMER PYJAMAS

Go To Bed Happy. Get Up Happy.

Wear a Loose-Fitting B.V.D. Short Sleep, Knee Length Sleeping Suit.

Made from thin, cool fabrics that let the air through. Cut on full, free lines that prevent tightness at any point. The comfort sleeping suit to be had. Not a penny more costly than night apparel of any other sort that you might purchase.

\$3.00 per suit.

## CEYLONETTE

FROM \$4.00 PER SUIT.

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THE EDWARD DISPENSARY,

C. KAMMING &amp; Co., Ltd.

Chemists and Druggists.

## GREAT REDUCTIONS IN PRICES.

PRESCRIPTIONS ACCURATELY DISPENSED.

Pure Drugs, Patent Medicines, &amp;c.

62A, QUEEN'S ROAD, HONGKONG.

Hongkong, July 20, 1912.

## TWO MILLIONS LOST FOR LOVE.

There are other things in this world worth having beside money, and the highest of them is love," was the blushing remark addressed to interviewers by Mrs. James A. Garland, who by marrying Mr. Francis Cushing Green, a New York lawyer, gave up a fortune of \$2,000,000. The wedding was described by one of the trustees of the vast Garland estate as "a glowing example of what a loyal woman is willing to do for the man she loves." Rumours of the sacrifice made by the widow attracted large crowds to the Garland mansion at Bourne, Buzzard's Bay, Massachusetts, but they were not admitted to the drawing-room where the simple ceremony took place. Dressed in a summer gown of pink material, Mrs. Garland, who is the mother of five children, was attended by her little daughter, Hope, while her eldest son, James, acted as best man. It was the bride's third wedding, but Mr. Green is only her second husband. She married the Boston millionaire, Mr. Garland, when a young girl, and divorced him some years later. A few months after the divorce she met her former husband in the streets of Boston. They spoke, were reconciled and re-married. On the death of Mr. Garland the widow inherited an income from a trust fund, which, according to the will, she could enjoy "until her death or marriage."

## BE PREPARED.

BUY IT NOW. Occasional's Call.

B. O'Brien &amp; Co. are ready in almost certain to be the best of the summer is over. Buy it now and be prepared for an emergency. For sale by all Chemists and Druggists.

## HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL.

FOR NEW YORK (With liberty to call at the Malabar Coast).

S.S. Dacre Castle ..... on or about 19th September.

S.S. Atholl ..... on or about 23rd August.

For Freight &amp; further particulars, apply to DODWELL &amp; CO., LTD., Agents.

## NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND "AFRICAN LINE" Proposed Sailings from Hongkong

Steamer from Hongkong. On or about Connecting at Calcutta with on or about

G. APCAR ..... 25th July

KUTSANG ..... 28th July

KUMSANG ..... 2nd Aug.

A. APCAR ..... 11th Aug.

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"The Machine you will eventually buy."

## HORNSBY STOCKPORT

GAS ENGINES AND SUCTION GAS PLANTS OVER 11,000 IN DAILY USE.

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Quotations for any description of Machinery or Engineering Plant on Application to DODWELL &amp; Co., Ltd., MACHINERY DEPT.

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LARGE STOCK OF ALL SIZES ON HAND.

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CONTRACTORS TO HIS MAJESTY'S NAVY.

The above Company supply Pure, Fresh Water at the Shortest Notice either for Deck or Engine Room use.

Orders for Supplies will be received at the Company's Office: QUEEN'S BUILDINGS, HONGKONG.

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This old-established and world-renowned Company issues policies under all the best and modern methods of Life Assurance to meet varying circumstances.

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## A PERFECT SCOTCH WHISKY

(MELLOW LIKE A LIQUEUR).

On account of its Exceptional Quality, D. &amp; J. McCallum's "Perfection" was the Sole Whisky supplied at all Functions during the visit of the King and Queen to Edinburgh, May, 1903.

D. &amp; J. McCallum.

## PERFECTION

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Avoid Imitations.

D. &amp; J. McCallum's Name is the best Guarantee of Quality.

SOLE AGENTS:

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Wine Merchants.

12, Queen's Road Central, Hongkong.

TELEPHONE No. 135.



## Shipping

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS, on or about the

FOR	STEAMERS	To SAIL	REMARKS
SHANGHAI, MOJI, KOBE	NUBIA	Daylight	Freight and
AND YOKOHAMA	Capt. F. J. Fox	25th July	Passage.
LONDON & ANTWERP	POONA	10 a.m.	Freight only.
via Suez, PANG, CHIO, Port Said & Marseilles	Capt. A. F. VINE, R.N.R.	25th July	
SHANGHAI	ARCADIA	About	Freight and
LONDON, via Suez, Port	Capt. S. BANCHAN	1st Aug.	Passage.
of Call	DELTA	Noon, 3rd	See Special
	Capt. E. F. MARTIN, R.N.R.	August	Advertisement.

S. &amp; O. S. N. Co.'s Office.

H. W. D. SHALLARD, Acting Superintendent.

CANADIAN PACIFIC ROYAL MAIL  
STEAMSHIP LINE.

VIA VANCOUVER

AND

## THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC.  
SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
From Hongkong.	From Quebec.
1912	1912
• MONTAGUE, Sat., Aug. 3.	• ALLAN LINE, Fri., Aug. 30.
• EMPRESS OF INDIA, Sat., Aug. 24.	• EMPRESS OF BRITAIN, Fri., Sept. 20.
• EMPRESS OF JAPAN, Sat., Sept. 14.	• ALLAN LINE, Fri., Oct. 11.

Steamships leave HONGKONG at 6 p.m.

FROM LIVERPOOL	ARRIVE HONGKONG.
To QUEBEC and RAIL TO VANCOUVER.	FROM YOKOHAMA VIA KOBE, NAGASAKI AND SHANGHAI.
ALLAN LINE, Fri., June 28	MONTAGUE, Sat., July 27.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific 'Empress' connects at Vancouver with a Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

HONGKONG TO LONDON, via Suez, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. M. S. 'MONTAGUE' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Saloon on Intermediate Steamer 'Montague' and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via Canadian Atlantic Port 243.

Via New York 242.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to O. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

## NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATION.	STEAMERS	Displacement	SAILING DATE.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.	KAMO MARU, Capt. F. L. Sommer, Tons 16,000.		WEDNESDAY, 31st July, at Daylight.
	AKI MARU, Capt. B. Kor, Tons 12,000.		WEDNESDAY, 14th Aug., at Daylight.
VICTORIA, B.O. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA.	SADO MARU, Capt. Asakawa, Tons 12,500.		TUESDAY, 30th July, at 4 p.m.
	YOKOHAMA MARU, Capt. K. Noda, Tons 12,500.		TUESDAY, 13th Aug., at 4 p.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	YAWATA MARU, Capt. T. Sekine, Tons 7,000.		FRIDAY, 2nd Aug., at Noon.
BOMBAY, via SINGAPORE, COLOMBO AND CANNI.	BAMAKURA MARU, Capt. K. Soyeda, Tons 12,000.		FRIDAY, 26th July, at Noon.
SHANGHAI & KOBE.	KIRIN MARU, Capt. Deguchi, Tons 4,000.		MONDAY, 29th July.
NAGASAKI, KOBE AND YOKOHAMA.	NIKKO MARU, Capt. M. Nagi, Tons 9,000.		WEDNESDAY, 31st July, at Noon.
KOBE & YOKOHAMA.	KAGA MARU, Capt. Tsubata, Tons 12,000.		WEDNESDAY, 31st July, at 5 p.m.
SHANGHAI, MOJI AND KOBE.	BOMBAY MARU, Capt. T. Noguchi, Tons 10,000.		WEDNESDAY, 31st July.

3 fitted with new system of wireless telegraphy. 1 Cargo only.

## CALCUTTA LINE.

SINGAPORE, PENANG, LANGKUN & CALCUTTA.	CEYLON MARU, Capt. Tanaka, Tons 6,000.	(SATURDAY, 27th July).
--	--	------------------------

## REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER 1912.

SPECIAL 1st &amp; 2nd Class Tickets (1st &amp; 2nd Class) AVAILABLE FOR 3 MONTHS.

Yokohama Return.	Abe Return.	Moji Return.	Nagasaki Return.
1st class \$135	\$122	\$108	\$95.
2nd class \$ 81	\$ 75	\$ 65	\$57.

With option of Rail between Steamer's calling ports in Japan.

For further information as to Freight, Sailings, etc., apply to Telephone Nos. 262 &amp; 1241.

T. KUSUMOTO, Manager.

## Shipping.

## ? Going Home ?

A Holiday at Home, and a way to get there that's a holiday.

## WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascination of Niagara, San Francisco, Chicago and New York

## AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers of the

## PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

## The Cost:

is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service, on application.

## Steamers:

* Nile	11,000 Tons	Starting July 30th, Daylight
Mongolia	27,000 "	Aug. 6th, at 1 p.m.
Persia	9,000 "	Aug. 27th, at 1 p.m.
Korea	18,000 "	Sept. 3rd, at 1 p.m.
Siberia	18,000 "	Sept. 17th, at 1 p.m.
China	12,000 "	Sept. 24th, at 1 p.m.
Manchuria	27,000 "	Oct. 1st, at 1 p.m.
Nile	11,000 "	Oct. 15th, at 1 p.m.

\* Intermediate Steamers.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier), Telephone No. 141.

Fred J. Halton, Agent.

## TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE

Operating the THREE TRIPLE SCREW TURBINE Steamers

OHIO MARU, SHINYO MARU &amp; TENYO MARU.

Speed 21 KNOTS. Displacement 21,000 Tons.

AND THE TWIN SCREW S.S. NIPPON MARU INTERMEDIATE STEAMER.

Speed 18 KNOTS. Displacement 11,000 Tons.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Captain	Date of Sailing
Nippon Maru	A. G. STEVENSON	Tuesday, 13th Aug., at Noon.
TENYO MARU	E. BENT	TUESDAY, 20th AUGUST, at Noon.
SHINYO MARU	H. S. SMITH	TUESDAY, 10th SEPT., at Noon.
CHIYO MARU	W. W. GREENE	TUESDAY, 8th OCT., at Noon.

The S.S. NIPPON MARU will be despatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokkaichi, Yokohama and Honolulu, on TUESDAY, the 13th August, at Noon.

## SOUTH AMERICA LINE.

(In connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO, and the TEBUANTEPO NATIONAL RAILWAY at SALINA CRUZ).

The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers:

BUYO MARU, HONGKONG MARU &amp; KIYO MARU.

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE &amp; VALPARAISO.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Date of Sailing
Kiyo Maru		Tuesday, 6th Aug., at Noon
BUYO MARU		FRIDAY, 4th OCTOBER, at Noon.
HONGKONG MARU		TUESDAY, 3rd DECEMBER, at Noon.

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL FARES — TO OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For full particulars as to Passage and Freight apply to

S. MORIMOTO, Agent, KING'S BUILDING (opposite Blake Pier).

## HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES, VIA STRAITS AND COLOMBO,

TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, London, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and NORTH AND SOUTH AMERICAN PORTS.

## NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
For Shanghai, Kobe & Yokohama	For Marseilles, Havre & Hamburg
S.S. GOLDENFELS	S.S. SUEVIA
24th July.	5th Aug.
S.S. SUEVIA	2nd Aug.
15th Aug.	S.S. FURST BUELOW
S.S. PISA	13th Aug.
15th Aug.	For Havre, Bremen & Hamburg
S.S. O.J.D. AHLERS	S.S. GOLDENFELS
12nd Aug.	23rd Aug.
S.S. O. FERD. LAZISZ	For Havre, Rotterdam & Hamburg
11th Sept.	S.S. BILSGAVIA
S.S. ARCADIA	5th Sept.
24th Sept.	For Havre & Hamburg
	S.S. SUEVIA
	11th Sept.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

## Shipping

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	CHUNAN	July 20, at 4 p.m.
HOIHOW (Mails) & HAIPHONG	SUNGKIANG	July 26, at 8 a.m.
SWATOW, AMOY, NINGPO & SHANGHAI	Foochow	July 27, at 4 p.m.
SHANGHAI	YINGCHOW	July 27, at 4 p.m.
WEIHAIWEI, CHEFOO & TIENSIN	Hutchow	July 28, Daylight.
MANILA, CEBU & ILOILO	TEAN	July 30, at 4 p.m.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers 'Tean' &amp; 'Taming'. Saloon accommodation splendid; Electric Fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. 'Baikong' is situated on deck, aft. Electric Fans fitted.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chenan, Linan, Chihua)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES: Single \$45 Return \$75.

NEW SERVICE

SHANGHAI TO ANTUNG, direct sailings on alternate Wednesdays.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Telephone No. 36.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIENSIN via WEIHAIWEI, CHIPSING	FRIDAY	July 26, at Noon.
SINGAPORE, PENANG & KUTSANG	SATURDAY	July 27, at Noon.
ALCUTTA		
MANILA	YUENSANG	SATURDAY, July 27, at 2 p.m.
SHANGHAI, KOBE & FOOSANG	THURSDAY	Aug. 1, at Noon.
MOJI		
MANILA	LOONGSANG	SATURDAY, Aug. 3, at 2 p.m.

RETURN TOURS TO JAPAN. (Occupying 24 days).

The steamers Kiangsu, Namang and Fookang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 30 days. This service is supplemented by the Kiangsu and Kiangsu leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chioke, Tientsin, via Chioke.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., Ltd., General Managers.

Telephone No. 215.

Hongkong, July 19, 1912.

## BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN

Kobe, Hongkong and Rangoon.

## EASTWARD

The S.S. ITOLA, 5257 tons, Capt. W. W. TUCKER, will be despatched for YOKOHAMA &amp; KOBE on the 31st July, at Noon. To be followed on the 10th August by S.S. MUTTER, Capt. H. CANBY, taking cargo and passengers at current rates.

## WESTWARD

The S.S. ITINDA, 5251 tons, Capt. A. J. EVANS, will leave Hongkong for SINGAPORE, PORT SWETTENHAM, PENANG and RANGOON on the 27th July, at Noon; followed by the S.S. FULTON, Capt. H. W. TALKER, on the 3rd August, at noon, taking cargo and passengers at current rates.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight &amp; Passage, apply to

JARDINE, MATHESON &amp; Co., Ltd., Agents.

Telephone No. 215.

Hongkong, July 19, 1912.

## 'SHIRE' LINE OF STEAMERS, LTD.

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

For	Steamers	Date of Departure.
LONDON, LEITH AND ANTWERP.	'PENBROKESHIRE'	about 10th August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.	'DEN OF GLAMIS'	about 25th August.
LONDON, LEITH & ANTWERP.	'CARMARTHENSHIRE'	about 3rd Sept.
SHANGHAI, KOBE AND YOKOHAMA.	'FLINTSHIRE'	about 20th Sept.

These steamers have superior accommodation for a limited number of First-Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

Does not carry passengers.

For Freight or Passage apply to

JARDINE, MATHESON &amp; Co., Ltd., Agents.

Hongkong, February 15, 1912.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

## EASTWARD.

S.S. DILWARA, 6,375 tons, Capt. W. J. Bishop, left Calcutta on 3rd July, will be despatched for SHANGHAI, KOBE and MOJI on 24th July, at 4 p.m.

S.S. 'ATOUN APCAR', 4,450 tons, Capt. F. M. Austin, will be despatched to KOBE and MOJI (YOKOHAMA if sufficient inducement offers) on 5th August.

## WESTWARD.

S.S. GREGORY APCAR, 4,400 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 25th July.

S.S. TORILLA, 6,679 tons, Capt. C. J. Swanson, R.N.R., will be despatched as above on 31st July.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON &amp; CO., LTD., AGENTS.

Hongkong, July 16, 1912.

## 'HONGKONG'S MUSICAL HISTORY'

BY H. L. O. GARRETT.

Being a reprint of a series of articles that appeared in the

CHINA MAIL

Price 40 cents.

## Shipping

## INDRA LINE, LTD.

FOR BOSTON &amp; NEW

THE Steamship

INDRAGHRI, Captain W. E. KILPATRICK, will be despatched on 30th July.

This steamer has superior accommodation for a limited number of passengers and a first-class saloon.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., Agents.

Hongkong, June 25, 1912.



STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATA, VIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

The Steamship DELTA, Captain E. P. MINTON, R.N.R., carrying His Majesty's Mails will be despatched from this Port on SATURDAY, the 3rd August, 1912, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Agency 12,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valerian, all cargo for France, Tons and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles &amp; London; other cargo for London, etc., will be conveyed via Bombay by the s.s. Himalaya due in London on the 15th September, 1912.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

H. W. D. SHALLARD, Acting Superintendent, Hongkong, July 20, 1912.

932

## AMERICAN &amp; MANCHURIAN LINE.

(BUCKNELL STEAMSHIP LINE, LTD.)



## Shipping.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON.

TAKING PASSENGERS ALSO FOR

LONDON, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave Hongkong	Connecting Steamers from Marseilles and London	Due Marseilles (Brindisi 3 days earlier)	Due London (1 day later)
DELTA	Aug. 3	MALAYA	Sept. 1	Saturday
ARCADIA	Aug. 17	MONGOLIA	Sept. 15	Sept. 21
ASSAYE	Aug. 31	MEDINA	Sept. 29	Oct. 4
INDIA	Sept. 14	MALWA	Oct. 12	Oct. 18
DEVANHA	Sept. 28	MOOLTAN	Oct. 26	Nov. 1
CHINA	Oct. 12	MACEONIA	Nov. 9	Nov. 15
DELTA	Oct. 26	MOREA	Nov. 23	Nov. 29

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON

1st SALOON £71.10 SINGLE, £108.14 RETURN.

2nd £48.8

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

## LONDON.

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

Proposed SAILINGS:

STEAMERS	Tonnage	Leave Hongkong	Due LONDON
MUBIA	6000	September 4	October 19
BARDINIA	7000	September 18	November 2
NAMUN	6700	October 16	December 1
NANKIN	8000	October 30	December 15
NYANZA	6700	November 13	December 29

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARE TO LONDON

1st SALOON £50.10 SINGLE £82.10 RETURN.

2nd £35.10

For further particulars apply to

H. W. D. SHALLARD,

Acting Superintendent.

MESSAGERIES MARITIMES  
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,  
Via SHANGHAI.

For STEAMERS CAPTAIN TO SAIL.

MARSEILLES, Via Ports POLYNESIEN. 30th July, at 1 p.m.

TRANSHIPING on the Co's Steamers at SINGAPORE to BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.  
Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to  
P. THOMAS, Agent,  
QUEEN'S BUILDING.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED  
SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION)

## TRANSPACIFIC SERVICE

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAYAND  
THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO).

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Keelung, Shanghai, Moji, Kobe, Yokkaichi & Yokohama	PANAMA MARU,	5064	Tuesday, 23rd July, at 1 p.m
VICTORIA, B.C. & TACOMA via Keelung, Nagasaki, Kobe, Yokkaichi & Yokohama .....	SEATTLE MARU,	---	Thrsday, 8th Aug., at 1 p.m

1st-class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco, £110

The Co.'s newly built steamers have fast speed. Superior accommodation for passengers, situated amidships. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Perols. Special attention given towards Express connections.

## HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
AMPING via SWATOW & SOSHU MARU, AMOY		WEDNESDAY, 24th July, at 10 a.m.
TAMBUI via SWATOW & AMOY DAIGI MARU, AMOY		SUNDAY, 28th July, at Noon.
FOOCHOW, via SWATOW and KAIJO MARU, AMOY		WEDNESDAY, 31st July, at Noon.

N.B.—The Co.'s Coast-line and Formosa-line of steamers, will arrive and depart from SOON YIP Co.'s Wharf (next the Harbour Office, Fray Central).  
Fast speed, Superior passenger accommodation. Electric light throughout.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor No. 1, Queen's Buildings.

S. HIROI, Manager

## Shipping.

## THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO

VICTORIA, B.C., VANCOUVER, SEATTLE, and TACOMA

via SHANGHAI &amp; JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points

Steamer	Sailing
LORD DERBY	7000 tons, August 15th.

To be followed by other steamers of the Company at regular intervals.  
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Points.

Will call at AMOY and KEELUNG if sufficient inducement offers.

For Rates or Freight or Passage apply to

THE BANK LINE, LIMITED.

KING'S BUILDING, FRAY CENTRAL.

Telephone No. 780.

## INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian African Line.

## NEXT SAILING.

FROM HONGKONG. 20th July.  
FROM COLOMBO. 10th August.

For Rates and further information, apply to

THE BANK LINE LIMITED,  
(MANAGING AGENTS).

Hongkong, April 1, 1911.

## CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports transshipping to Conference-Weir Line steamers at Calcutta.

FROM HONGKONG connecting with Company's Steamer at CALCUTTA.

For rates of Freight and further particulars apply to

THE BANK LINE, LIMITED,  
(MANAGING AGENTS).

New Line of Steamers

South African Ports.

## ORIENTAL AFRICAN LINE

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

## PROPOSED SAILINGS.

S.S. DUNERIC, 3,000 tons, To be despatched second half of August.

And regularly thereafter.

For rates of Freight or regularly Passage apply to

THE BANK LINE, LIMITED,  
(Managing Agents).

Hongkong, August 23, 1911.

NORDDEUTSCHER LLOYD,  
BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For	Steamers	Tons	To Sail
NAPLES, GENOA, ALGIER, YORCK, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	Capt. H. Rehm.	(17,000)	WEDNESDAY, 24th July, at Noon.
SHANGHAI, TSINGTAU, LUTZOW, KOBÉ & YOKOHAMA	Capt. J. Bortfeldt.	(17,300)	WEDNESDAY, 24th July, at Noon.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	Capt. L. Klugkist.	(6,750)	SATURDAY, 10th August, at 9 a.m.
KUDAT and SANDAKAN	Capt. F. Sembil.	—	Middle of August.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Teletank.

For further Particulars apply to

Norddeutscher Lloyd,  
MELOHRS & CO.,  
General Agents, Hongkong & China.

## PHILIPPINES STEAMSHIP Co.

Steamship	Tons	Captain	For	To Sail
RAPIRO	4,000	M. O. Smith	Manila, Marikina, Jolo & Cebu	Tuesday, July 30 at 4 p.m.
SUBI	4,000	S. A. Crosby	Manila, Marikina, Jolo & Cebu	Friday, Aug. 3, at 4 p.m.

For Freight or Passage, apply to

Shewan, Tomes &amp; Co. General Managers.

## Shipping.

## AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government).

## MONTHLY FAST DIRECT SERVICE TO TRIESTE,

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.

S.S. BOHEMIA, 7900 tons, will leave as above on 19th August.

S.S. AFRICA, 8800 tons, will leave as above on 19th September.

Cheap rates Hongkong—Shanghai 2nd class, 24 2nd class and 23 3rd class.

Superior accommodation for 1st and 2nd Class and Cabin passengers. No extra, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

## TO SHANGHAI.

S.S. BOHEMIA, 7900 tons, will leave as above on 4th August.

S.S. AFRICA, 8800 tons, will leave as above on 4th September.

Cheap rates Hongkong—Shanghai 2nd class, 24 2nd class and 23 3rd class.

Superior accommodation for 1st and 2nd Class and Cabin passengers. No extra, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

S.S. VORWAERTS, 12,900 tons, will leave for YOKOHAMA &amp; KOBE, via SHANGHAI about 30th July.

S.S. SILESIA, 13,900 tons, will leave for TRIESTE, Fiume and VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, on 30th July.

Superior accommodation for 1st and 2nd Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

Cargo is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & CO., Agents,  
PRINCES' BUILDING.

Hongkong, January 3, 1912.

## DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid accommodation for First-Class Passengers. Electric Light. Excellent tables.

## FOR SWATOW, AMOY &amp; FOOCHOW

## AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS	CAPTAIN	LEAVING	ARRIVING
HAICHING	Capt. W. C. Pasmore	TUESDAY, 23rd July, at 11 a.m.	23rd July, at 11 a.m.
HAIYANG	Capt. J. S. Rouch	FRIDAY, 26th July, at 11 a.m.	26th July, at 11 a.m.
HAIYUN	Capt. J. W. Evans	TUESDAY, 30th July, at 11 a.m.	30th July, at 11 a.m.

## FOR SWATOW AND RETURN

## (Occupying 3 Days)

HAIYANG, Capt. A. E. Hodgins, WEDNESDAY, 24th July, at 11 a.m.

During the months of July &amp; August—Return Tickets available for three months will be issued at a reduction of 20% on the usual rate to Foochow.

Steamers will arrive at and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,  
General Managers.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE  
TO AUSTRALIA.

## MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	July 4	July 24th, at 10 a.m.
EASTERN	July 26	Aug. 17th, at Noon.
ALDENHAM	Aug. 9	Aug. 31st, at Noon.
EMPIRE	Aug. 23	Sept. 14th, at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, November 2, 1908.

## DIRECT ROUTE TO AMERICA.

## GREAT NORTHERN STEAMSHIP COMPANY

## S.S. 'MINNESOTA'

Capacity 28,000 tons. Length 630 Feet. Beam 73 Feet.

21,000 Tons Gross Register. 34,500 Tons Displacement.

EQUIPPED WITH WIRELESS TELEGRAPHY.

(CAPT. T. W. GARLICK)

Sails from HONGKONG on MONDAY, August 5th, at Noon.

SEATTLE via KEELUNG, NAGASAKI, INLAND SEA, KOBÉ and YOKOHAMA.

LUXURIOUS PASSENGER ACCOMMODATION—Suites and state-rooms (all outside rooms), Made room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Direct connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For full information regarding freight or passage apply to

OSIPPON YUSEN KAISHA, PRINCE'S BUILDING.

Hongkong, November 1, 1911.

## THOS. COOK &amp; SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, etc.

Head Office for the Far East: 18, Des Voeux Street, CENTRAL, HONGKONG.

SHANGHAI: 23, FOOCHOW ROAD. YOKOHAMA: 52, WATER STREET.

TICKETS sent to EUROPE by the principal STEAMSHIP LINES and

TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at low rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

HEAD OFFICE: LUDGATE CIRCUIS, LONDON, E.C.

Hongkong, April 4, 1908.

## Notices to Consignees

## 'SHIRE' LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE

THE S.S. 'Garmouth' having arrived from the above ports, Consignees of

Cargo by her are hereby informed that all

Goods are being landed at their risk into the

warehouse and/or extra warehouse Godowns of the

Godown Co., Ltd., whence and for from the

warehouse, delivery may be obtained.

Goods not cleared by the 29th July, at 6 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on SATURDAY, 27th inst., at 10 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON &amp; Co., Ltd., Agents.

Hongkong, July 23, 1912.

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship 'COBLENZ', having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns, and/or extra warehouse Godowns of the Hongkong and Godown Company, Limited, Kowloon &amp; West Point Godown, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No claims will be admitted after the 28th of July will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 28th of July, at 9.30 a.m.

All claims must reach us before the end of August, 1912 or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELOHRS &amp; CO., General Agents.

Hongkong, July 21, 1912.

## PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS &amp; SHANGHAI.

CONSIGNEES of Cargo per Steamship 'NILE'.

The above-mentioned vessel arrived. Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and to take immediate delivery of cargo from alongside.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.

Cargo remaining on board after MONDAY, 23rd July, at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

Cargo remaining undelivered on FRIDAY, 26th July, at Noon will be subject to storage and landing charges.

No Fire Insurance—wherever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown on WEDNESDAY, July 24th, 1912, at 10 a.m.

All claims must be filed on or before August 19th, 1912, otherwise they will not be recognized.

FRED J. HALLON, Agent.

Hongkong, July 19, 1912.

## AGENTS

LONDON:—F. ALGAR, 11 &amp; 12 Abchurch Lane, Lombard Street E.C. 4. B. BROWN &amp; Co., Ltd., 185 Queen's Road, Victoria St. CLARKE, SON &amp; CLARKE, 25 Gracechurch St. G. STREET &amp; Co., Ltd., 30 Cornhill. GORDON &amp; GORCE, 15 St. Bride St., E.C. 4. ROBERT WATSON, 150 Fleet Street. O. MITCHELL &amp; Co., 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 9



